

C/CAG

City/County Association of Governments of San Mateo County

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MEETING AGENDA

C/CAG Legislative Committee

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

Date: Thursday, March 13, 2025 Time: 5:30 p.m. Primary Location: 1250 San Carlos Ave. 2 nd Floor, Auditorium San Carlos, CA 94070	Join by Webinar: Join by Webinar: https://us02web.zoom.us/j/81888206304?pwd=w1DNxCC0btCFo83w87Xl7UcKngGoQ9.1 Webinar ID: 818 8820 6304 Password: 031325 Join by Phone: (669) 900-6833
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Chair: Gina Papan **Vice Chair:** Stacey Jimenez

Members: Eddie Flores, Anders Fung, Lisa Gauthier, Elizabeth Lewis,
Andrea Pappajohn, Adam Rak (C/CAG Chair), Michael Salazar (C/CAG Vice Chair), Greg Wright

This meeting of the Legislative Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

Meeting Agenda

1.	Call to Order	Papan	
2.	Roll call	Springer	
3.	Public comment on items not on the agenda.	Papan	
4.	Review and approve the Legislative Committee meeting minutes from the meeting held on February 13, 2025.	Action Springer	Pages 4-7
5.	Update on March 4, 2025 C/CAG legislative visit to Sacramento.	Information Charpentier	Pages 8-12
6.	Review and approve draft C/CAG Legislative Policies for 2025.	Action Charpentier	Pages 13-24
7.	Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)	Possible Action Robinson/Antwih/Shaw Papan	Pages 25-30
8.	Adjournment	Papan	

Next Meeting: April 10, 2025

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records. **ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the C/CAG Board, members of the public may address the Board as follows:

WRITTEN COMMENTS: Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to kspringer@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the Committee members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the Committee members and included in the administrative record of the meeting as soon as practicable.

SPOKEN COMMENTS: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee during the agenda item titled “Public Comment on Items Not on the Agenda.” Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again. At the call of the Chair, public comments will be taken in-person and remote. Public comments will be taken first by speakers in person followed by via Zoom. If you have documents you wish to distribute to the Committee and include in the official record, please hand it to the C/CAG Staff who will distribute the information to the Committee members and staff. *Those participating remotely will:

1. Access the meeting through Zoom at the online location or via phone as indicated at the top of this agenda.
2. Download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. Enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. Click on “raise hand” when the C/CAG Clerk or Chair calls for the item on which you wish to speak. The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted. If you have any questions about this agenda, please contact C/CAG staff:

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier: scharpentier@smcgov.org

Transportation Systems Coordinator: Kim Springer at kspringer@smcgov.org

Administrative Assistant: Mima Guilles (650) 599-1406

C/CAG AGENDA REPORT

Date: March 13, 2025

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on February 13, 2025.

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on February 13, 2025.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, February 13, 2025

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes
February 13, 2025 Meeting**

Staff and Guests Attending:

C/CAG Staff:

Sean Charpentier, Kim Springer, Melissa Andrikopoulos, Reid Bogert, Mima Crume, Kaki Cheung, Jeffery Lacap, Susy Kalkin, Eva Gaye, Van O Campo, Audrey Shiramizu, Dan Sternkopf

Legislative Consultants:

Matt Robinson
Ashley Badesch

Others Attending:

Marc Hershman

1. Call to Order.

Chair Papan called the meeting to order at approximately 5:33 p.m.

2. Roll call.

C/CAG staff conducted roll call, and a quorum of seven was eventually present.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Foster City	Stacy Jimenez	X	
Millbrae	Anders Fung	X	
Millbrae	Gina Papan (Chair)	X	
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak	X	
South SF	Eddie Flores	X	

3. Public comment on items not on the agenda.

There were no written or public comments.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on December 12, 2024.

The Committee voted on approval of the minutes of the December 12, 2024 meeting, with a motion from Member Salazar, seconded by Member Lewis. A vote was taken, and the motion

passed (7,0,0).

5. Nominate and elect a Chairperson and Vice Chairperson for the C/CAG Legislative Committee for 2025.

The Legislative Committee briefly discussed the election of Chair and Voce Chair. A nomination of Member Papan as Chair and Member Jimenez as Vice Chair was made by Member Lewis, seconded by Member Rak. A vote was taken, and the vote passed unanimously, (7,0,0).

6. Update on federal administration review of federal programs and grant awards.

C/CAG Executive Director, Sean Charpentier introduced C/CAG legislative consultant, Ashely Badesch, presenting on behalf of Ken Brown, who was not attend due to illness. Badesch presented a Power Point (posted on the C/CAG Legislative Committee website), describing the uncertainty and challenges for C/CAG under the new administration, and potential successful approaches to federal funding requests this year.

Committee members briefly discussed local challenges to attaining federal funds.

7. Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

C/CAG Legislative Consultant, Matt Robinson from Shaw Yoder Schmeltzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet. Robinson updated the committee on various topics, including the legislative session calendar, governor priorities, budget, and election outcomes. Robins shared the following: that bills are due by February 21st, that spot bills in full writing are due in mid- to late-March, the budget though introduced as balanced, will have some shortfalls due to the LA fires and other budget line items added due to the new administration, and others. Updates on committee assignments is included in the packet for the meeting.

The Committee proceeded to discuss multiple bills and took positions on three bills as follows:

- AB 259 (Rubio) – Brown Act – Support – extends AB 2449 provisions indefinitely.
- SB 239 (Arreguin) – Brown Act - Support and Request Amendments – allows members of subsidiary bodies to meet remotely, which support C/CAG’s needs, but still requires elected officials of the subsidiary bodies to both post agendas where they will attend and open the site up to the public. So, the bill would need to be amended so the provisions for public participation are mirrored for elected officials.

The Committee discussed the provisions, the definition of a subsidiary body, and options for amendments to SB 239, and then voted to take the recommended positions: AB 259 Support and SB 239 Support with Amendments. Taking the bills together, a motion was made by Member Papan, seconded by Member Salazar. A vote was taken, and the motion passed, (7,0,0).

The Committee moved to the Regional Measure spot bill SB 63 (Wiener) with Robinson introducing the bill and Executive Director Charpentier, through Committee discussion, defining the requested provisions (outlined in the staff report for this item) including opt in for San Mateo County. Member Rak suggested including a provision related to solvency of the transit agencies being supported by the regional measure.

The Committee voted to authorize staff to provide comments. With review by Board and

Legislative Committee leadership, as the need arises before the next Legislative Committee and Board meetings. A motion was made to approve by Member Salazar, seconded by Member Jimenez. A vote was taken, and the motion passed, (7,0,0).

8. Review and approve draft C/CAG Legislative Policies for 2025.

The Legislative Committee discussed the update to the Legislative Policies for 2025. Chair Papan provided some suggested revisions to the policies: add 2.11 as support for affordability of housing; include preservation, some provision for maintaining greater affordability of rents, more specificity on high-speed rail (4.4 – Pg 3) focusing on fair share for San Mateo County, and additional policy on fire prevention and securing insurance for homeowners. The Committee had concerns that fire prevention and insurance may not fall under C/CAG's charter.

9. Adjournment.

The meeting adjourned at approximately 6:28 P.M.

Next meeting is scheduled for March 13, 2025.

C/CAG AGENDA REPORT

Date: March 13, 2025

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Update on March 4, 2025 C/CAG legislative visit to Sacramento.

(For further information or response to questions, contact Kim Springer kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee receive and update on March 4, 2025 C/CAG legislative visit to Sacramento.

FISCAL IMPACT

None

BACKGROUND

C/CAG leadership and staff met with members of the San Mateo County delegation in Sacramento on March 4, 2025. The C/CAG delegation included Board Chair Rak, and Vice Chair Salazar, Legislative Committee Chair Papan and Vice Chair Jimenez, and C/CAG Executive Director Sean Charpentier and Deputy Director Kaki Cheung. The meeting itinerary included the following representatives and priority topics for discussion.

Time:	11 A.M.	11:30 A.M.	2:00 P.M.	2:50 P.M.	3:30 P.M.	4:00 P.M.	4:30 P.M.
Topic:	Assembly-member Papan	Seantor Wiener	Assembly Member Wilson	Assembly Member Berman	Sen Local Govt Committee Staff	Assembly Member Juan Carrillo	Senator Becker
SB 239	Discuss	Discuss	Discuss	Discuss	Discuss	Discuss	Discuss
AB 259	Discuss	Discuss	Discuss	Discuss	Discuss	Discuss	Discuss
Regional Transportation Measure	Discuss	Discuss	Discuss	Discuss			Discuss
Preserving public benefit charges on utilities that fund our energy watch program	Discuss	Discuss		Discuss			Discuss
Budget- \$3.7m Colma Bike Ped Green Infrs		Discuss					
Budget-\$1m Roadway Safety Improvements	Discuss						Discuss
Budget \$1.5m OneWatershed Strategic Plan	Discuss						Discuss
Budget \$590k Laundry to Landscape	Discuss						Discuss
Budget \$1.5m Coastal Resilience				Discuss			Discuss

The talking points for the meetings are provided as Attachment 1 to this staff report. The budget

request letters are included under C/CAG Agenda Item 7.1.

Executive Director, Sean Charpentier, and C/CAG Legislative Consultant, Matt Robinson will provide a brief update on the Sacramento visit to the Legislative Committee.

ATTACHMENT

1. Sacramento Delegation meeting talking points.



**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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Lobby Day Talking Points – March 4, 2025

Introduction of C/CAG - For Reference if Necessary

1. Thank you for this opportunity to discuss C/CAG priorities and positions. We are equally interested in hearing about your priorities and how we can work together.
2. C/CAG represents all 766,000 residents and also those who work and play in San Mateo County through its 21-member Board of Directors. The Board has a seat for every jurisdiction in San Mateo County. San Mateo County is unique in that there is no dominant city, and C/CAG ensures that every jurisdiction has a voice.
3. Our major areas of focus are in the areas of Transportation, Stormwater management, Airport Land use, Energy and Climate Action. C/CAG is the Congestion Management Agency, County Transportation Agency, manages regional stormwater regulations and projects, and oversees the energy watch program.

AB 259 (Rubio) – Brown Act - AB 2449 Extension - SUPPORT

- C/CAG has one Board of Directors (with 21 voting members) and nine standing committees with a total of 86 regularly scheduled Brown Act meetings each year. Controlled for size, we probably have more Brown Act meetings than any other organization.
- In 2024, the C/CAG Board members used AB 2449 six times under emergency circumstances to ensure that they could continue to advise and take positions on critical matters while sick or serving in a caregiving role.
- C/CAG supports AB 259

SB 239 (Arreguin) Brown Act – Subsidiary Body Teleconferencing – SUPPORT WITH AMENDMENTS

- Appreciate intent and the flexibility SB 239 could provide. WE have long advocated for additional flexibility for remote participation for advisory or subsidiary bodies. Our Board relies on a network of 9 standing committees that review almost all the actions that go to the Board for action.
- The 9 committees have 123 seats, with 54 seats reserved for elected officials and 69 for community members. In some years, 50% of the local elected officials in our county are either on the C/CAG Board of Directors or a committee. Our extensive committee structure provides the framework by which we communicate, collaborate, argue, compromise, and move forward with what is best for the people we serve.
- Of C/CAG's 9 standing committees, 5 have a mixture of both elected officials and non-elected members.
- There are 107 local elected officials in San Mateo County. The only full time local elected officials are the 5 County Supervisors. The remaining 102 (95%) have careers separate from their role serving as a local elected official.
- Since returning to in person meetings, some committees have not been able to secure a quorum 27% of the time.
- Support the effort and the attention brought to this issue with SB 239.
- Concerns:
 - Creates two tiers of subsidiary body members: community members that can attend remotely and elected officials that must attend in person or post their agenda.
 - The different tiers of participation create a negative dynamic on subsidiary bodies that have both

elected officials and community members.

- Over time it might erode the desire to be on committee if elected officials have to be there in person but the non-elected officials can participate remotely. Assuming a 1.5-hour committee meeting and 45 minutes of travel in each direction, it doubles the time commitment that an elected official must make to the committee participation compared to a non-elected official.
- It could preclude the use of AB 2449 by elected officials on subsidiary bodies that have both elected officials and community members because a quorum of members must be physically present in one location to use AB 2449.

- **Amendments:**

- C/CAG is requesting **an amendment to strike subdivision (f)** of the bill to allow local elected officials to also participate remotely in subsidiary body meetings.

Regional Measure - SB 63 (Wiener)

- Concerns
 - One priority is the renewal of the local sales tax measure A that provides approximately \$120 million a year for transportation projects and program throughout San Mateo County. Measure A expires in 2034, and San Mateo leaders are exploring a renewal starting in 2028. Any regional measure cannot jeopardize the renewal of Measure A.
 - The C/CAG Board of Directors has taken multiple positions on a regional measure, and at the forefront of each position is the need for San Mateo County leaders to be able to decide to participate. We require any legislation to include opt in language for San Mateo County.
 - We are also gravely concerned about tax fatigue. An additional ½ sales tax would push 10 jurisdictions San Mateo County over 10% sales tax, which would have a damaging impact on our residents and businesses.
 - Decision-making roles for San Mateo County transportation agencies, including C/CAG
 - Strong and timely return-to-source guarantees
 - Flexibility for use of funds for multi-modal investments
 - Transit agency accountability for use of funds
 - Use of funds for transformation of transit experience for riders
 - Planning and Transparency for use of funds for long-term transit sustainability

Assembly Utilities and Energy – San Mateo County Energy Watch

- Be aware that San Mateo County has a Local Government Partnership with PG&E called the San Mateo County Energy Watch (SMCEW)
 - The San Mateo County Energy Watch program plays a critical component in achieving our energy goals in every city in the County.
 - Benefits like replacing heat pump water heater installations have generated savings 157,000 therms or the entire energy use of 112 homes for one year.
 - SMCEW is the only ongoing C/CAG program with State funding for working on Energy and Climate in SMC.
 - It's funded from Public Good Charges, which, last year, were at risk.
 - Please know that cutting programs funded by Public Goods Charges would jeopardize our program.

Budget Requests

C/CAG has funding priorities related to Transportation Safety, Stormwater Management, Drought Resilience, and Climate Action:

- **Transportation**

1. **\$1,500,000** – Strengthening Coastal Resilience- Equipping up to 12 coast side signalized intersections with resilient emergency power solutions to ensure traffic signal operation during extended power outages to enhance safety and emergency response. Funding will also support incident response planning and smart technology solutions for improved transportation management.
2. **\$1,000,000** – Roadway Safety Improvements Capital Improvements to implement the up **to three** of the highest priority pedestrian and bicycle safety projects identified in the recently adopted Vision Zero/Local Roads Safety Plan.

- **Stormwater Management**

1. **\$3,700,000** - Colma El Camino Real Bicycle and Pedestrian Project. This segment of the project would span from Albert M Teglia Blvd to Mission Road in the Town of Colma and would transform approximately 1 mile of this currently vehicle-centered state highway into a multi-modal transportation corridor. The project would include buffered bike lanes, continuous sidewalk, improved pedestrian crossings, ADA-compliant curb ramps, enhanced street lighting, landscaping, stormwater treatment measures, and upgraded safe harbor bus stops among other improvements to this regionally important transportation network.
2. **\$1,500,000** Countywide One Watershed Strategic Plan – Comprehensive plan that that will update the countywide climate hazard exposure/risk analysis and asset data inventory for watersheds throughout San Mateo County and will develop a comprehensive strategic plan intended to advance a full-scale integrated watershed management approach to climate hazard mitigation and infrastructure resilience. The plan will include 3-5 specific watershed plans that will identify and prioritize the next round of resilient infrastructure projects throughout the County.

- **Drought Conservation**

\$590,000 - Residential Laundry to Landscape Pilot – The pilot will focus on diverting residential laundry water to irrigate landscaping, saving up to 20% of a households use of potable water. The pilot will identify 10 homes in San Mateo County for installation of the laundry to landscape system. Small businesses, such as gardeners, landscapers, or handypersons, will be trained on the process, materials and requirements for installing these systems. The goal would be to have a successful pilot that would eventually lead to 500 installed laundry to landscape systems in County.

Closing Remarks – if there is time

- We would like to hear from you about what your priorities are and how we can work together.
- Thank you for taking time out your busy schedules to speak with us.

C/CAG AGENDA REPORT

Date: March 13, 2025

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve draft C/CAG Legislative Policies for 2025.

(For further information or response to questions, contact Kim Springer kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee review and approve the draft C/CAG Legislative Policies for 2025.

FISCAL IMPACT

None

BACKGROUND

Annually, staff shares a proposed updated version of the C/CAG Legislative Policies for the coming year. Staff worked with C/CAG's legislative consultant, Shaw Yoder Antwih Smeltzer & Lange, to review and update the 2024 document. Staff is providing a reorganized version of the Legislative Policy document, changing the categories to those suggested by Committee Member Salazar, and additional updates after holding a Legislative Ad Hoc Committee meeting, including Members Salazar, Rak, and Fung in December, to move the document to finalization for the for the 2025 legislative session.

At the February 13, 2025 meeting, the Committee briefly reviewed the proposed Legislative Policies document before the meeting end time of 6:30. Chair Papan suggested some additions to the document, including:

- High Speed Rail - 4.4 on Page 3 – Language including “funding” was added to Policy 4.4.
- Preserving housing affordability (AMIs) for Below Market Rate housing. Staff do not recommend changes at this time because Cities have authority to determine the affordability levels (expressed as Area Median Income or AMI) for both inclusionary affordable housing projects and standalone affordable projects. In addition, cities identify affordable housing units that are at risk of losing the affordability protections as part of their Housing Elements. Also, HUD/TCAC establishes the AMI limits for each County. The actual annual income that qualifies for 45% AMI might vary over time due to data observed by HUD. The County's AMI is available at:
<https://www.smcgov.org/media/149609/download?inline=>
- Fire Prevention and Insurance rates: These are critical issues for safety and affordability throughout the County, Region, and State. However, these are not typically within C/CAG's mission and there are other organizations that would be better suited to address these topics.

Staff recommends the C/CAG Legislative Committee review and approve the updated Draft C/CAG Legislative Policies document, provided as Attachment 1 to this staff report.

The approved 2025 C/CAG Legislative Policies document (with any amendments) will be provided to the C/CAG Board this evening for final approval.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Policies document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

ATTACHMENT

1. Draft - 2025 C/CAG Legislative Priorities – Clean and Track Changes

2025 C/CAG LEGISLATIVE POLICIES

(Draft: March 13, 2025 C/CAG Legislative Committee and Board meetings)

POLICY #1 - PROTECT AND ENHANCE LOCAL REVENUE AND OPPOSE INCREASES TO LOCAL COSTS.

- 1.1 Support State and regional stakeholders and initiatives that protect and/or increase local revenues.
- 1.2 Work toward aligning State and regional disadvantaged community screening tools with San Mateo County communities' needs.
- 1.3 Support appropriate new State and local funding for economic development and affordable housing.
- 1.4 Pursue and support efforts that direct State and regional funds equitably to ensure a return to source.
- 1.5 Ensure that all State mandates and delegated responsibilities are fully reimbursed and oppose unfunded mandates.

POLICY #2 – STRENGTHEN LOCAL GOVERNMENT AND LAND USE AUTHORITY.

- 2.1 Support State actions that provide funding for local agencies to plan, incentivize, fund and mitigate for future housing development.
- 2.2 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for affordable housing.
- 2.3 Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- 2.4 Oppose State actions that would withhold funding (including transportation funds) from jurisdictions based on Housing Element Compliance and housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose legislation that would restrict or limit or reduce a local government's authority regarding land-use decisions.
- 2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.
- 2.7 Support constitutional amendments and legislation that reduce the vote thresholds for special purpose taxes and fees and that maintain or expand flexibility for expenditures.
- 2.8 Oppose constitutional amendments that increase the threshold for voter approval requirements above a 50% majority for revenue measures or that impose burdensome restrictions on state and local government's ability to raise revenues.
- 2.9 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, provide greater control over un-protected meeting interruption, and allow for transparent, accessible, and participatory remote public meetings; with the goals of increasing participation from board members, committee members, and the public; and reducing vehicle miles traveled.
- 2.10 Pursue opportunities to protect cities by improving housing element approval processes through HCD.

POLICY #3 - PROTECT WATER QUALITY AND SUPPORT SUSTAINABLE WATER AND STORMWATER MANAGEMENT.

- 3.1 Focus efforts on securing additional revenue sources and achieving cost effectiveness for both C/CAG and its member agencies in meeting State- and federally-mandated stormwater compliance and water supply and conservation efforts.
 - a. Advocate for funding to support implementation of San Mateo County Stormwater Resource Plan, San Mateo County Sustainable Streets Master Plan, San Mateo County Regional Collaborative Program, and local Green Infrastructure Plans.
 - b. Advocate for inclusion of water quality and stormwater management as a priority for funding in state resources and climate bonds.

Item 8 – Attachment 2

- c. Track, advocate, and pursue resources for stormwater management, potable water recycling and conservation in State and Federal grant and loan programs.
 - d. Work with legislators to pursue additional funding for multi-benefit stormwater projects in San Mateo County related to C/CAG's countywide planning work (including regional stormwater capture projects, sustainable streets projects, integrated water management and climate resilience infrastructure and green schoolyards).
 - e. Coordinate funding efforts with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and C/CAG's member agencies as appropriate.
 - f. Support mechanisms that allow credit trading approaches for stormwater management and water quality improvement.
 - g. Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.
- 3.2 Advocate to support legislative strategies towards achieving long-term reductions in harmful bacteria, trash, plastics, mercury, PCBs, and other pollutants discharging to the Bay and ocean as well as strategies to reduce flooding, recharge groundwater, adapt to a changing climate, and otherwise enhance the health and resiliency of local communities.
- a. Support efforts to secure statewide legislation mandating abatement of polychlorinated biphenyls (PCBs) in building materials prior to demolition of relevant structures, in accordance with requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit.
 - b. Pursue and support efforts that control pollutants at the source and extend producer responsibility, especially regarding trash control and emerging contaminants of concern.
 - c. Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county.
 - d. Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
 - e. Pursue and support pesticide and rodenticide regulations that protect water quality and reduce pesticide toxicity.

POLICY #4 - PROTECT AND SUPPORT TRANSPORTATION FUNDING AND POLICIES ALIGNED WITH C/CAG'S PRIORITIES.

- 4.1 Maximize the Bay Area's and San Mateo County's fair share of overall State revenue and any State General Fund surplus revenue invested in local/regional transportation.
- 4.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- 4.3 Monitor and engage in the planning for and potential implementation of new transportation funding sources, including identifying viable alternatives to the gas tax; and regional proposals to study congestion pricing.
- 4.4 Monitor legislation related to the California high-speed rail project and funding as it affects our San Mateo County region.
- 4.5 Support legislation that identifies funding for active transportation, complete streets, and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure, and climate goals.
- 4.6 Support efforts to secure the appropriation and allocation of "cap and trade" revenues for investment in housing and sustainable communities, clean transportation, urban greening, and clean energy projects within San Mateo County.
- 4.7 Support or sponsor efforts that finance and/ or facilitate operational improvements on the

- state highway system and highway corridors in San Mateo County, including the 101 Express Lanes project and the 101/92 Interchange.
- 4.8 Monitor implementation of bridge toll programs and advocate for an appropriate share of new revenues for projects in San Mateo County.
 - 4.9 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for transportation to ensure that it is supportive of San Mateo County's mobility needs and priorities.
 - 4.10 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.
 - 4.11 Support policies, including expanding community broadband access and technological advancements to encourage telecommuting, and others aimed at reducing vehicle miles traveled and associated traffic congestion by reducing the share of commuting by single-occupant vehicles.
 - 4.12 Support efforts to improve the performance and utilization of high-occupancy vehicle (HOV) and express lanes.
 - 4.13 Monitor or support legislation improving bicycle and pedestrian safety.
 - 4.14 Support legislation that would amend Government Code Section 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10 to enhance revenue for congestion and pollution mitigation programs.
 - 4.15 Support and monitor efforts to facilitate the deployment of transformative transportation and mobility technologies, including autonomous vehicles, with the goal of accelerating safety, mobility, environmental, equity and economic benefits. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.
 - 4.16 Support legislation that streamlines public agency project delivery, including simplifying streamlining CEQA, and accelerating project permit approvals.

POLICY #5 - SUPPORT BOLD CLIMATE PROTECTION ACTION, GREENHOUSE GAS REDUCTION, AND ENERGY CONSERVATION AND RESILIENCE LEGISLATION

- 5.1 Support incentive approaches toward implementing AB 32 (California Global Warming Solutions Act of 2006), SB 32 (extension of the target date and goals), and AB 398 (Cap and Trade), and legislation that supports electrification of infrastructure and the adoption of alternative fuel technologies.
- 5.2 Support legislation requiring the state to survey collect, and make public greenhouse gas and other emission data, and publish community-scale emission inventories for local governments, statewide.
- 5.3 Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the regulations may have on congestion management plans.
- 5.4 Support legislation that would require recording of vehicle miles of travel (VMT) annually as part of vehicle registration and initiatives that provide no-cost VMT and vehicle class data from the DMV to cities to evaluate trends in community greenhouse gas emissions and transit project outcomes.
- 5.5 Support efforts that ensure continued funding and oppose efforts that threaten ratepayer-funded local government partnerships to foster energy efficiency, electrification, and resilience, or expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- 5.6 Work to initiate legislation or grants that provide new funding and incentives for building energy electrification, transition to electric vehicles, or other initiatives to support transition to State

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- and regional (CARB and BAAQMD) greenhouse gas reduction goals.
- 5.7 Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- 5.8 Support legislation for C/CAG's goals common with Peninsula Clean Energy (PCE), Bay Area Water Supply and Conservation Agency (BAWSCA), and One Shoreline, and oppose legislation that does not.
- 5.9 Support State, regional, and local grid reliability plans, expanded communication with utility customers, and streamlining of permit and energization processes.

POLICY #6 – ADVANCE THE GOALS OF EQUITY AND INCLUSION

- 6.1 Support/advocate for legislation that advances the goals and actions in C/CAG's Equity Assessment and Action Plan, and projects and programs in C/CAG's Community Based Transportation Plans.
- 6.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy, water conservation, and access to affordable housing and transportation.

2024-2025 C/CAG LEGISLATIVE POLICIES

(Draft: ~~December 14~~ March 13, 2025 C/CAG Legislative Committee and Board meeting)

~~1.0~~

POLICY #1 - PROTECT ~~AND ENHANCE~~ LOCAL REVENUE ~~AND OPPOSE INCREASES TO LOCAL COSTS.~~

- 1.1 Support ~~State and regional~~ stakeholders and initiatives that protect and/or increase local revenues.
- ~~1.2 Provide incentives and tools to local government to promote economic vitality.~~
- ~~1.31.2~~ Work toward ~~improving aligning the~~ State ~~and regional's~~ disadvantaged community screening tools ~~with a focus on~~ with San Mateo County communities' needs.
- ~~1.41.3~~ Support appropriate new State and local funding for economic development and affordable housing.
- ~~1.51.4~~ Pursue and support efforts that direct State and regional funds equitably to ensure a return to source.
- ~~1.5~~ Ensure that all State mandates and delegated responsibilities are fully reimbursed ~~and oppose unfunded mandates. Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.~~

~~2.0 Advocate for appropriate and effective integrated and flexible approaches to both funding and project types for statewide and regional infrastructure efforts including stormwater management, transportation, affordable housing, and both climate action and adaptation (resiliency) efforts. (FROM POLICY 4)~~

POLICY #2 – STRENGTHEN LOCAL GOVERNMENT ~~AND LAND USE~~ AUTHORITY.

- 2.1 Support State ~~regional~~ actions that provide funding for local agencies to plan, incentivize, fund and mitigate for future housing development.
- ~~2.12.2~~ Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for affordable housing.
- ~~2.22.3~~ Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- ~~2.3 Oppose State actions that would inhibit local agencies' ability to make decisions that address the specific needs of that community. (COVERED IN 2.4)~~
- 2.4 Oppose State actions that would withhold funding (including transportation funds) from jurisdictions based on Housing Element Compliance and housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose ~~and~~ legislation that would ~~usurp restrict or limit or reduce~~ a local government's authority regarding land-use decisions.
- 2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.
- 2.7 Support constitutional amendments and legislation that reduce the vote thresholds for special purpose taxes and fees and that maintain or expand flexibility for expenditures. (FROM POLICY 5)
- ~~Oppose bills that impose restrictions on the expenditures, thereby reducing flexibility, for special taxes category. (FROM POLICY 5)~~
- 2.8 Oppose constitutional amendments that increase the threshold for voter approval requirements above a 50% majority for revenue measures or that impose burdensome restrictions on state and local government's ability to raise revenues. (FROM POLICY 5)
- 2.9 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, provide greater control over un-protected meeting interruption, and allow for transparent, accessible, and participatory remote public meetings; with the goals of increasing participation from board members, committee members, and the public; and reducing vehicle miles traveled. (FROM POLICY 9)
- 2.10 Pursue opportunities to protect cities by improving housing element approval processes through HCD.

3-6

POLICY #3 - PROTECT WATER QUALITY AND SUPPORT SUSTAINABLE ~~WATER AND~~ STORMWATER MANAGEMENT.

- 3.1 Focus efforts on securing additional revenue sources and achieving cost effectiveness for both C/CAG and its member agencies in meeting ~~funding~~ State- and federally- mandated stormwater compliance and water supply and conservation efforts.
 - a. Advocate for funding to support implementation of San Mateo County Stormwater Resource Plan, San Mateo County Sustainable Streets Master Plan, San Mateo County Regional Collaborative Program, and local Green Infrastructure Plans.
 - b. Advocate for inclusion of water quality and stormwater management as a priority for funding in state resources and climate bonds ~~and protect against a statewide- geographically unbalanced North-South allocation of resources.~~
 - c. Track, ~~and~~ advocate, and pursue for resources for stormwater management, and potable water recycling and conservation in State and Federal grant and loan programs.
 - ~~d. Pursue and support efforts that address stormwater issues at statewide or regional levels and thereby reduce the cost share for C/CAG and its member agencies and limit the need to implement such efforts locally.~~
 - ~~e. Advocate for regulatory streamlining and better integration between parallel statewide efforts to manage stormwater for water quality improvement, long-term climate change adaptation, and groundwater recharge.~~
 - d. Work with legislators to pursue additional funding for multi-benefit stormwater projects in San Mateo County related to C/CAG's countywide planning work (-including funding for regional stormwater capture projects, sustainable streets projects, integrated water management and climate resilience infrastructure and green schoolyards).
 - ~~f.e. Coordinate funding efforts with the management and conservation and alternative sources of water supply efforts through the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and C/CAG's member agencies as appropriate., and advancing schoolyard greening initiatives in partnership with school districts, regional-scale multi-benefit stormwater capture projects, and programmatic implementation of regional-scale distributed green stormwater infrastructure.~~
 - f. Support mechanisms that allow credit trading approaches for stormwater management and water quality improvement.
 - g. Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users. (FROM POLICY 8) Support legislation that provides funding for development of alternative sources of water supply, resources for municipal water supply conservation, and water capture initiatives. (FROM POLICY 8)
- 3.2 Advocate to support legislative strategies towards achieving long-term reductions in harmful bacteria, trash, plastics, mercury, PCBs, and other pollutants discharging to the Bay and ocean as well as strategies n-and to reduce flooding, recharge groundwater, adapt to a changing climate, and otherwise enhance the health and resiliency of local communities.
 - a. Support efforts to secure statewide legislation mandating abatement of polychlorinated biphenyls (PCBs) in building materials prior to demolition of relevant structures, in accordance with requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit.
 - b. Pursue and support efforts that control pollutants at the source and extend producer responsibility, especially regarding trash ~~and litter~~ control and

~~emerging contaminants of concern, including but not limited to microplastics, tire wear byproducts and other vehicle related pollutants, and emerging contaminants of concern.~~

- c. Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county, ~~such as properties that are known pollutant hot spots and/or third-party utility purveyors.~~
- d. Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
- e. Pursue and support pesticide and rodenticide regulations that protect water quality and reduce pesticide toxicity.

~~4.0~~

~~POLICY #4 – ADVOCATE AND SUPPORT AN INTEGRATED AND FLEXIBLE APPROACH TO FUNDING. MOVE THIS SECTION POLICY 1~~

~~ADVOCATE FOR APPROPRIATE AND EFFECTIVE INTEGRATED AND FLEXIBLE APPROACHES TO BOTH FUNDING AND PROJECT TYPES FOR STATEWIDE AND REGIONAL INFRASTRUCTURE EFFORTS INCLUDING STORMWATER MANAGEMENT, TRANSPORTATION, AFFORDABLE HOUSING, AND BOTH CLIMATE ACTION AND ADAPTATION (RESILIENCY).~~

~~POLICY #5 – SUPPORT LOWERING THE 2/3RD SUPER MAJORITY VOTE FOR LOCAL SPECIAL PURPOSE TAXES AND FEES. MOVE THIS SECTION POLICY 2~~

~~SUPPORT CONSTITUTIONAL AMENDMENTS THAT REDUCE THE VOTE REQUIREMENTS FOR SPECIAL PURPOSE TAXES AND FEES.~~

~~OPPOSE BILLS THAT IMPOSE RESTRICTIONS ON THE EXPENDITURES, THEREBY REDUCING FLEXIBILITY, FOR SPECIAL TAXES CATEGORY.~~

~~OPPOSE CONSTITUTIONAL AMENDMENTS THAT INCREASE THE THRESHOLD FOR VOTER APPROVAL REQUIREMENTS ABOVE A 50% MAJORITY FOR REVENUE MEASURES OR THAT IMPOSE BURDENSOME RESTRICTIONS ON STATE AND LOCAL GOVERNMENT'S ABILITY TO RAISE REVENUES.~~

~~POLICY #6-4 - PROTECT AND SUPPORT TRANSPORTATION FUNDING AND POLICIES ALIGNED WITH C/CAG'S PRIORITIES.~~

- 4.1 Maximize the Bay Area's and San Mateo County's fair share of overall State revenue and any State General Fund surplus revenue invested in local/regional transportation.
- 4.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- ~~4.3 — Support the implementation of AB 102 and SB 125 (Transit Recovery), SB 1 (Road Repair and Accountability Act of 2017) programs and monitor the implementation of Executive Order N- 19- 19, N-79-20, and the Climate Action Plan for Transportation Infrastructure (CAPTI), which call for aligning transportation spending with the state's climate goals.~~
- ~~4.44.3~~ Monitor and engage in the planning for and potential implementation of new transportation funding sources, including identifying viable alternatives to the gas tax; and regional proposals to study congestion pricing.
- ~~4.54.4~~ Monitor legislation related to the California high-speed rail project **and funding** as it affects our San Mateo County region.
- ~~4.64.5~~ Support legislation that identifies funding for active transportation, complete streets, and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure, **and climate goals.**
- ~~4.74.6~~ Support efforts to secure the appropriation and allocation of "cap and trade" revenues for investment in housing and sustainable communities, clean transportation, urban greening, and clean energy projects within San Mateo County.
- ~~4.84.7~~ Support or sponsor efforts that finance and/ or facilitate operational improvements on the

state highway system and highway corridors in San Mateo County, including the 101 Express Lanes project and the 101/92 Interchange.

~~4.8 Support alternative contracting and project delivery methods, such as Public-Private Partnerships, design-build, and job-order contracting that could result in project cost savings, such as accelerated deployment of technology including fiber optic cable for connected vehicle deployment, access to broadband capabilities, and more cost effective distributed green infrastructure for stormwater management.~~

Monitor ~~the~~ implementation of ~~the new~~ bridge toll programs ~~(Regional Measure 3)~~ and advocate for an appropriate share of new revenues ~~return to source~~ for projects in San Mateo County ~~and for the funding identified in RM3 for projects in San Mateo County.~~

4.9 Monitor, evaluate, and engage in ~~the~~ efforts to seek authorizing legislation and voter approval for ~~a~~ regional funding measures for transportation to ensure that it is supportive of San Mateo County's mobility needs and priorities.

4.10 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.

4.11 Support policies, including expanding community broadband access and technological advancements to encourage telecommuting, and others aimed at reducing vehicle miles traveled and associated traffic congestion by reducing the share of commuting by single-occupant vehicles.

4.12 Support efforts to improve the performance and utilization of high-occupancy vehicle (HOV) and express lanes.

4.13 Monitor or support legislation improving bicycle and pedestrian safety. ~~In particular, support the implementation of AB 43 and authorization of automated speed enforcement technology to enforce speed limits and other elements of Vision Zero.~~

4.14 — Support legislation that would amend Government Code Section 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10 to enhance revenue for congestion and pollution mitigation programs.

~~4.15 Support efforts to create local VMT/GHG mitigation programs to assist in reaching SB 375-GHG reduction goals.~~

~~4.16 Monitor legislation affecting local policies and funding opportunities for integration of autonomous vehicles and infrastructure. (IS THIS ALREADY IN 6.19 BELOW)~~

~~4.17~~ 4.15 Support and monitor efforts to facilitate the deployment of transformative transportation and mobility technologies, including autonomous vehicles, with the goal of accelerating safety, mobility, environmental, equity and economic benefits ~~associated with new mobility technologies~~. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

4.16 Support legislation that streamlines public agency project delivery, including simplifying grant applications, streamlining CEQA, and accelerating project permit approvals.

5-0

POLICY # ~~7-5~~ - SUPPORT BOLD CLIMATE PROTECTION ACTION, GREENHOUSE GAS REDUCTION, AND ENERGY CONSERVATION AND RESILIENCE LEGISLATION

5.1 Support incentive approaches toward implementing AB 32 (California Global Warming Solutions Act of 2006), SB 32 (extension of the target date and goals), and AB 398 (Cap and Trade), and legislation that supports electrification of infrastructure and the adoption of alternative fuel technologies.

~~5.2 Monitor climate legislation that would conflict with or override projects approved by the voters.~~

~~— Support funding for both transportation and housing investments, which support the~~

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~~implementation of SB 375 (Sustainable Communities and Climate Protection Act of 2008), so that housing funds are not competing with transportation funds.~~

- ~~Support legislation requiring the state to survey and collect, and make public greenhouse gas and other emission data, and publish community-scale emission inventories for local governments, statewide.~~
- 5.3 Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the ~~new~~ regulations may have on congestion management plans.
- 5.4 Support legislation that would require recording of vehicle miles of travel (VMT) ~~annually~~ as part of vehicle registration and initiatives ~~to that~~ provide ~~no-cost~~ VMT and vehicle ~~class~~ data from the DMV to ~~cities to~~ evaluate trends in community greenhouse gas emissions and transit project outcomes.
- 5.5 Support efforts that ensure continued funding ~~and oppose efforts that threaten for~~ ratepayer-funded local government partnerships to foster energy efficiency, electrification, and resilience, or expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- 5.6 Work to initiate legislation ~~or grants~~ that provides new funding and incentives for building energy electrification, transition to electric vehicles, or other ~~greenhouse gas reducing~~ initiatives, ~~in support of local government climate action plans and the Governor's Executive Orders N-19-19 and N-79-20 to support transition to State and regional (CARB and BAAQMD) greenhouse gas reduction goals.~~
- 5.7 Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- 5.8 Support legislation ~~that supports for C/CAG's goals common with~~ Peninsula Clean Energy (PCE), ~~Bay Area Water Supply and Conservation Agency (BAWSCA), and One Shoreline, objectives~~ and oppose ~~proposed~~ legislation that ~~impairs that effort does not.~~
- ~~5.9 Support legislation that provides local government access to data necessary for completing greenhouse gas emission inventories, or legislation that requires the State to provide emissions data and develop community-scale greenhouse gas emission inventories and make them publicly available.~~
- ~~5.10 Support efforts that will engage the business community in making contributions to community improvements associated with stormwater, transportation congestion relief and mobility options, affordable housing, greenhouse gas emissions reductions, electrification, and energy resilience.~~
- ~~5.11 Support legislative efforts to create a unified voice in San Mateo County and to manage integrated water issues including sea level rise, flooding, coastal erosion, and stormwater vulnerabilities.~~
- ~~5.12 Support legislation to provide funding and policy guidance on wildfire preparedness and emergency response to local jurisdictions.~~
- ~~5.13 Monitor efforts to address emergency preparedness and response activities by PG&E.~~
- 5.9 Support State, regional, and local grid reliability plans ~~and efforts, and,~~ expanded communication with utility customers, ~~and streamlining of permit and energization processes.~~

~~6.0~~

~~POLICY #8 – PROTECTION OF WATER USER RIGHTS AND ACCESS TO SUSTAINABLE WATER SUPPLY MOVE THIS SECTION POLICY 3~~

~~SUPPORT THE BAY AREA WATER SUPPLY AND CONSERVATION ASSOCIATION (BAWSCA) EFFORTS IN THE PROTECTION OF WATER USER RIGHTS FOR SAN MATEO COUNTY USERS.~~

~~SUPPORT LEGISLATION THAT PROVIDES FUNDING FOR DEVELOPMENT OF ALTERNATIVE SOURCES OF WATER SUPPLY, RESOURCES FOR MUNICIPAL WATER SUPPLY CONSERVATION, AND WATER CAPTURE INITIATIVES.~~

~~POLICY #9 – BROWN ACT POLICY (HEADERS SEPARATED TO REMOVE THE TERM “OVERARCHING”) MOVE THIS SECTION POLICY 2~~
~~MONITOR AND SUPPORT BROWN ACT REFORMS THAT PROVIDE FLEXIBILITY, FACILITATE PUBLIC ENGAGEMENT, PROVIDE GREATER CONTROL OVER UN-PROTECTED MEETING INTERRUPTION, AND ALLOW FOR TRANSPARENT, AGCESSIBLE, AND PARTICIPATORY REMOTE PUBLIC MEETINGS, WITH THE GOALS OF INCREASING PARTICIPATION FROM BOARD MEMBERS, COMMITTEE MEMBERS, AND THE PUBLIC, AND REDUCING VEHICLE MILES TRAVELED.~~
~~POLICY #10-6 – ADVANCE THE GOALS OF EQUITY AND INCLUSION EQUITY POLICY~~

- 6.1 Support/advocate for legislation that advances the goals and actions in C/CAG’s Equity Assessment and Action Plan, and projects and programs in C/CAG’s Community Based Transportation Plans.
- 6.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy, water conservation, and access to affordable housing and transportation.

C/CAG AGENDA REPORT

Date: March 13, 2025

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

C/CAG staff recommend that the C/CAG Legislative Committee review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important or interesting issues, and votes on positions taken by the Committee, or that arise out of the Committee meetings, are reported to the full C/CAG Board through this item.

At Legislative Committee meetings, held prior to the Board meetings, the Committee will mainly receive updates from the Consultant on State budget and any additional information from Sacramento on bills discussed in the attached C/CAG Legislative Update. In addition, the consultant may discuss transportation funding and changes in legislative leadership and committee assignments.

The newly elected legislature initially convened on December 2nd, 2024 and reconvened on January 6, 2025 for the continuation of the 2025-26 Regular Legislative Session. Legislators have until February 21 to introduce bills for consideration in the first year of the two-year session and are limited to 35 bills, a significant reduction from 50 bill in the previous two-year session. The 2025 Legislative

Calendar can be found here: [2025 Legislative Calendar](#), and list of bills being tracked by SYASL on C/CAG's behalf can be found here: [C/CAG Bill Tracking](#).

The attached report (Attachment 1) from the Consultant may include various updates from Sacramento with respect to the legislative timelines, State Budget, changes in leadership and committee rosters and chairs, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee and Board last met.

At this March 2025 meeting, the Committee will receive an update from C/CAG's State legislative consultant and discuss bills of interest to C/CAG. The following bills, for which C/CAG has not taken a position, may be discussed, and are included in Attachment 1 with additional details. The recommended position for these bills is also included.

- SB 63 (Wiener) Regional Measure – WATCH
- SB 71 (Wiener) CEQA Exemptions for Clean Transportation Projects – WATCH
- SB 707 (Durazo) Brown Act Reform – RECOMMEND SUPPORT
- AB 939 (Schultz) Transportation Bond – WATCH

At the February 2025 meetings, the Legislative Committee and Board voted and passed motions for positions on two bills: AB 259 (Rubio) – Brown Act Teleconferencing – Support, and SB 239 (Arreguin) – Brown Act Teleconferencing Advisory Bodies – Support with Amendments. Position letters were sent for both of these bills. In addition, the bodies passed a motion allowing the Executive Director to correspond on the regional transportation measure with prior review by C/CAG leadership. The letters can be found under Item 7.1 of this C/CAG Board's meeting agenda.

Regional Transportation Measure

State Senator Weiner has introduced SB 63 Regional Measure that states that it is the “intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.” As of the writing of this staff report, SB 63 (Wiener) remains as a spot bill and substantial writing of the bill is due by late March.

Since the February 13, 2025 meeting, MTC Presented and posted the results of polling on the proposed regional measure. A few key takeaways, referring to slides in the MTC presentation posted as Attachment 2 to this staff report on the C/CAG Board website, are as follows:

MTC polled about 200 Likely Voters in San Mateo County on each of the following three potential measures:

1. 1a: 10 year-½ Cent Sales Tax, (4 Counties -San Mateo, San Francisco, Alameda, & Contra Costa
2. Hybrid: ½ Cent Sales Tax + Parcel Tax for 30 years for all 9 counties in the Bay Area.
3. Variable: ½ Cent -7/8 cent sales tax for 11 years (4 Counties San Mateo, San Francisco, Alameda, & Contra Costa)

Takeaways:

- Slide 8: Only 3% of those polled (total 9 County Bay Area) identified traffic congestion as

the most important problem facing the Bay Area today.

- Slide 19- 59% of the San Mateo County likely voters and 57% of the total 4 County voters would support the 10-year ½ sales tax.
- Slide 75- In San Mateo County, the top 3 highest priorities are, in order: 1- Improving roads and freeways; 2- Fixing potholes; 3- Making Bay Area transit faster, more reliable, safer, and easier to use.

The Legislative Committee will have further discussion related to new legislation SB 63 (Wiener) Regional Measure when discussing bills of interest. Staff will update the Legislative Committee and the Board at the March 13, 2025 meeting with the most recent information.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

Committee members may view the bills being tracked at the following link provided by SYASL: [C/CAG Bill Tracking](#)

ATTACHMENTS

1. C/CAG Legislative Update, March 3, 2025 from Shaw Yoder Antwih Schmelzer & Lange

The following attachment is available on the C/CAG website (*See “Additional Agenda Materials for the Board Meeting”*) at <https://ccag.ca.gov/committees/board-of-directors-2/>

2. 4.4 A3 MTC Regional Measure Polling Presentation

Below are informational links:

- [Recent Joint ABAG MTC Legislation Committee Agendas](#)
- [California State Association of Counties \(CSAC\) bill positions and tracking](#)
- [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
- Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
- [2025 California State Calendar of Legislative Deadlines](#)

San Mateo County Delegation

- [Legislation from Assemblymember Marc Berman](#)
- [Assemblymember Diane Papan](#)
- [Legislation from Assemblymember Catherine Stefani](#)
- [Legislation from Senator Josh Becker](#)
- [Legislation Senator Scott Wiener](#)
- Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
- Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



March 3, 2025

Item 7 – Attachment 1

To: Board of Directors
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Silvia Solis Shaw
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – March 2025**

Legislative Update

Legislators had until February 21 to introduce bills for consideration in the first year of the two-year session. In total, 2,350 bills were introduced by the deadline. Many bills have started as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

C/CAG Visits Sacramento

On March 4, C/CAG leadership and staff visited Sacramento to discuss several of C/CAG’s priorities, including the Bay Area Regional Measure, legislation related to the Brown Act, concerns over budget impacts to the County’s Energy Watch program, and C/CAG’s budget priorities. C/CAG met with Assembly Members Berman, Carillo, Papan, and Wilson, Senators Becker and Wiener, and staff from key policy committees to discuss C/CAG’s priorities and solicit feedback on how best to engage.

Senator Arreguin and Assembly Member Gonzalez Lead Effort to Secure Additional Funding for Transit

Senator Arreguin (D-Berkeley) and Assembly Member Gonzalez (D-Los Angeles) are leading efforts in the Legislature to secure an additional \$2 billion in flexible transit capital and operations funding as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for California transit agencies and help address near-term funding shortfalls as regions prepare to advance self-help measures.

CTC Elects New Leadership

At its January 2025 business meeting, the California Transportation Commission elected Darnell Grisby as its Chair and Clarissa Falcon as its Vice Chair, effective March 1. Appointed to the Commission by Governor Newsom in March 2021, Grisby is a nationally recognized social impact leader who champions

upward mobility by advancing policies that promote justice through economic opportunity and environmental stewardship. He currently serves as Senior Fellow at the Beneficial State Foundation, where he leads programs that support economic mobility through transportation and financial justice. He spent the previous nine years as Director of Policy Development and Research at the American Public Transportation Association, where he helped protect public transportation from budget cuts, assisted cities around the nation in pursuing local transit ballot initiatives, and showcased the economic power of transportation investments. Grisby served as a legislative director and senior advisor in the California State Legislature and a government affairs professional before working at Reconnecting America, a think tank devoted to smart growth. Grisby was reappointed to the CTC by Governor Newsom on February 27. Appointed to the Commission by Senate President pro Tempore Toni Atkins, Clarissa Reyes Falcon is the President and Principal Consultant for Falcon Strategies. She previously worked for the California State Senate as a district director and as a public policy analyst for the San Diego Regional Economic Development Corporation. Falcon is a board member for the University of California, San Diego Chancellor's Community Advisory Board, the San Diego Union Tribune Community Advisory Board, the South County Economic Development Council, Circulate San Diego, and the Asian Business Association Board.

Bills with Positions

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – SUPPORT REQUEST AMENDMENTS

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by two-thirds vote before using teleconferencing. Elected officials serving on a subsidiary body would be required to post their location and open the location to the public when participating remotely.

AB 259 (Rubio) Brown Act Teleconferencing – SUPPORT

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

Bills of Interest

SB 63 (Wiener) Regional Measure – WATCH

This bill states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure

to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”

SB 71 (Wiener) CEQA Exemptions for Clean Transportation Projects – WATCH

This bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate).

SB 707 (Durazo) Brown Act Reform – RECOMMEND SUPPORT

This bill would make a number of changes to the Brown Act, while also covering elements of the legislation C/CAG is supporting. This bill would authorize the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met, including that it determines that meeting in person during the emergency would present health and safety risks. This bill also includes similar remote participation authority for just cause as constituted by AB 2449 (Rubio), but unlike AB 259 (Rubio), sunsets this authority in 2030. This bill would also create a process for subsidiary bodies to meet remotely, similar to the requirements for AB 2449 meeting. However, certain members participating remotely can count toward the in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act.

AB 939 (Schultz) Transportation Bond – WATCH

This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, subject to voter-approval, would authorize \$20 billion in General Obligation bonds to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill still needs additional substantive amendments, but it sets aside \$6 billion for transit capital improvements, \$3.5 billion for local streets and roads, \$4 billion for intercity, regional, and commuter passenger rail improvements, and \$3 billion for zero-emission vehicle investments, including rolling stock, battery electric technology vehicles, and hydrogen technology vehicles, \$1 billion for grade separations.

For a full list of bills we are tracking for C/CAG, please click [here](#).